EXAMINER'S AMENDMENT

This action is responsive to the amendment filed 1/14/2008. Claims 43-46 and 49-57 have been amended. Claims 43-57 are currently pending in this application.

An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it MUST be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Scott Daniels on 4/01/2008.

The application has been amended as follows:

Claim 52, line 24, "oscillation, preferably in a" has been changed to - -oscillation in a- - to overcome a 35 USC 112/2 issue.

Claim 55, line 11, "regulating device at least one" has been changed to - - regulating device acts on at least one- -, in order to correlate amended claim 55 with original claim 55.

Allowable Subject Matter

Claims 43-57 are allowed.

The following is an examiner's statement of reasons for allowance:

The prior art does not disclose or render obvious a method for reducing disturbing vibrations in a motor vehicle comprising the steps of determining the frequency, vibration amplitude and phase angle of a disturbing vibration by a control and regulating device using suitable sensors; generating a compensatory vibration

having substantially the same frequency and amplitude as the disturbing vibration and a vibration phase offset relative to the disturbing vibration in one of a starting clutch and a gear box in a drive train of the motor vehicle; and applying the compensatory vibration to at least one rotating component in a motor vehicle drive train with one of the starting clutch and gear box, in combination with the other method steps required by independent claim 43.

The prior art does not disclose or render obvious a method for reducing disturbing vibrations in a motor vehicle comprising the steps of braking an input shaft of the drive train by applying a service brake actuated by the control and regulating device such that with a rise in the vibration amplitude of the disturbing vibration, the service bake brakes the transmission input shaft to a rotational speed that reduces the amplitude of the disturbing vibration to a predetermined value, in combination with the other method steps required by independent claim 44.

The prior art does not disclose or render obvious a method for reducing disturbing vibrations in a motor vehicle comprising the steps of determining the frequency, vibration amplitude and phase angle of a disturbing vibration by a control and regulating device using suitable sensors; and generating a compensatory vibration having substantially the same frequency and amplitude as the disturbing vibration and a vibration phase offset relative to the disturbing vibration in an abrasion-free permanent brake in a drive train of the motor vehicle, in combination with the other method steps required by independent claim 45.

The prior art does not disclose or render obvious a method for reducing disturbing vibrations in a motor vehicle comprising the steps of actuating a motor vehicle internal combustion engine by the control and regulating device such that a rotational speed of the internal combustion engine oscillates with a frequency of the disturbing vibration, but has a phase offset in relation to the frequency of the disturbing vibrations through which the amplitude of the disturbing vibration is reduced to a predetermined level, in combination with the other method steps required by independent claim 46.

The prior art does not disclose or render obvious a method for reducing disturbing vibrations in a motor vehicle comprising the steps of activating a second clutch of a double clutch transmission in addition to a first clutch according to torque transmission capacity, with such a vibration phase offset in relation to the disturbing vibration until an amplitude of the disturbing vibration is reduced to a predetermined level, in combination with the other method steps required by independent claim 49.

The prior art does not disclose or render obvious a method for reducing disturbing vibrations in a motor vehicle comprising the steps of activating a synchronization device for a non-shifted transmission step in connection with a gear box with such a vibration phase offset until the amplitude of the disturbing vibration is reduced to a predetermined value, in combination with the other method steps required by independent claim 50.

The prior art does not disclose or render obvious a method for reducing disturbing vibrations in a motor vehicle comprising the steps of determining the frequency, vibration amplitude and phase angle of a disturbing vibration by a control

and regulating device using suitable sensors; and generating a compensatory vibration having substantially the same frequency and amplitude as the disturbing vibration and a vibration phase offset relative to the disturbing vibration in an abrasion-free permanent brake in a drive train of the motor vehicle, in combination with the other method steps required by independent claim 51.

The prior art does not disclose or render obvious a device for reducing disturbing vibrations in a drive train and in a motor vehicle in which a frequency, vibration amplitude and phase angle of a disturbing vibration are received by a control and regulating device; and generating a compensatory vibration having substantially the same frequency and amplitude as the disturbing vibration and a vibration phase offset relative to the disturbing vibration in the drive train of the motor vehicle, in combination with the other elements required by independent claims 52, 53, 54, 56 and 57.

The prior art does not disclose or render obvious a device for reducing disturbing vibrations in a drive train and in a motor vehicle wherein the control and regulating device is connected to a service brake for braking a transmission input shaft of a gear box through a control line, in combination with the other elements required by independent claim 55.

Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

Conclusion

Any inquiry concerning this communication or earlier communications from the examiner should be directed to EDWIN A. YOUNG whose telephone number is (571)272-4781. The examiner can normally be reached on M-TH 8-5.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Charles Marmor can be reached on 571-272-7095. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/E. A. Y./
Examiner, Art Unit 3681

/Sherry L. Estremsky/
Primary Examiner, Art Unit 3681